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COUNTRY Poland

SUBJECT Pila Airfield

DATE DISTR. 23 Nov. 1953

NO. OF PAGES 6


NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

THIS IS UNEVALUATED INFORMATION

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I. Legend to Overlay  Sheet M-11, Pinpointing PILA Airfield.

1. PILA AIRFIELD:

2. STALINA AVE: cobblestone, six meters wide, poor condition.
Leading East to PILA about one kilometer.

II. Legend to Sketch of PILA Airfield.

1. STALINA AVE. See Pt. 2, Overlay.

2. STREET: Cobblestone, four meters wide, poor condition, about one kilometer long.

3. ROAD: dirt, four meters wide, in very poor condition.

4. BUILDING: Three story red brick, 50 x 20 meters, with red tile covered gable type roof. This was the 7th Division Headquarters Building, it was formerly a nurses' school. This building was taken over by the 7th Division in October of 1952; nurses' school was moved to the city of Pila.

5. WAREHOUSE: Red brick, 20 x 15 x 5 meters, with red tile covered gable type roof. This warehouse was used for storage of small arms ammunition for the 7th Division (types and amount unknown). Warehouse was 50 meters from building Pt. 4.

6. BUILDING: three story, red brick, 30 x 20 meters, with red

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tile covered gable type roof. This building was used as a first aid station and dental clinic. It also had some beds for patients with minor illnesses. This building was formerly nurses' quarters. Building was 60 meters from warehouse Pt. 5.

7. GYM: Red brick, 40 x 15 x 6 meters, with red tile covered gable type roof. Gym was 100 meters from building Pt. 5.
8. BARRACK: Red brick, 40 x 13 x 5 meters, with tar paper covered low gable type roof. This barrack was occupied by airfield labor service company, numbering about 200 personnel. This was a newly constructed barrack; construction was completed in November of 1952. Barracks was 50 meters from gym Pt. 7.
9. BARRACK: Same construction and dimensions as Pt. 8. This barracks was occupied by airfield guard company which had about 200 personnel. Barrack was ten meters from barrack Pt. 8.
10. GUARD SHACK: brick, 12 x 7 x 6 meters, with gable type roof. This building was used by guards during tour of duty. The guards' tour of duty was over a period of 24 hours with two on and four off. The guard was changed at 1900 hours of each day, 60 guards were used during this 24 hour period.
11. OFFICERS CLUB: Two story red brick, 50 x 20 meters, with red tile covered gable type roof. This was a newly constructed building; construction was completed in the summer of 1952. This building was occasionally used as a theater. Films were shown to all airfield personnel about once every two weeks.
12. RAMP: Concrete, 20 x 3 x 1 meter. Ramp was used when unloading box cars from rail spur Pt. 13. Some items [redacted] being unloaded from box cars were large crates, cement, lumber and 50 kg cement practice bombs. [redacted] large quantities of supplies were being shipped in: [redacted] this was because the 56th Attack Regiment was moving to this airfield from BEDNARY Airfield near PILA and these were their supplies.
13. RAIL SPUR: Single track, narrow gauge, track was used for the delivery of supplies to Ramp Pt. 12 and supply shops & warehouse Pt. 17.
14. GARAGE: Brick, 40 x 20 x 5 meters, with tar paper covered gable type roof. This was an old German built building and in very poor condition. This building was airfield's motor pool, [redacted] the entire airfield had about 20 vehicles, both passenger and truck.
15. ROAD: five meters wide concrete from taxi-strip Pt. 28 to intersection of street Pt. 2. The rest of road leading East was dirt.
16. HANGAR: Corrugated sheet metal, 50 x 25 x 10 meters. Hangar had no roof, it was under construction [redacted]
17. SUPPLY SHOPS & WAREHOUSE: Red brick with tar paper covered shed type roof; each wing was 50 x 20 x 5 meters. The west wing had supply shops for both the division and the 56th Attack Regiment; the East wing was a warehouse and it contained building material for airfield construction, i.e. cement, lumber, glass etc.
18. WATER PUMPING STATION: Red brick, 12 x 7 x 5 meters, with red tile covered gable type roof. This pumping station was for building, Pt. 21. The equipment in pumping station was very poor. It was inoperative 50% of the time.

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19. ROAD: dirt, four meters wide, leading one kilometer East to Pila.
20. ROAD: cobblestone, five meters wide, this was a newly constructed road, completed in the later part of 1952. Road was built for building Pt. 21.
21. BUILDING: Red brick, North and South wings were three story 30 x 20 meters, East wing was three story 50 x 30 meters, the West wing was 50 x 4 x 4 meters. Entire building had a red tile covered gable type roof. This building was utilized by headquarters 56th Attack Regiment. [redacted] It contained billets for enlisted personnel of the 56th Attack Regiment, and its headquarters, and billets for enlisted personnel of the airfield's transportation company. Two hundred personnel of the 56th Regiment were billeted in this building together, 200 from the 56th and 40 to 50 from the transportation company. This was a newly constructed building, construction on building was completed in the autumn of 1952.
22. BOMB STORAGE: Surrounded by a two meter high barbed wire fence, covering an area of 150 x 150 meters. Bombs were stored on racks on open ground and covered with canvas. The types of bombs were (LOTNICZA BOMBA CEMENTOWA 50 kg) airfield cement bomb 50 kg and 50 kg live bombs. [redacted]
23. FIRING RANGE: A concrete built up area, 100 x 30 meters. This firing range was used for testing and synchronizing aircraft guns.
24. RUNWAY: Concrete, 1,500 x 50 meters, thickness of runway unknown, however, [redacted] all runways were of the same thickness and that in November of 1952 IL-10 type aircraft had sunk through runway Pt. 26. There were no night lighting facilities on runway. Runway was 200 meters from railroad track Pt. 33.
25. RUNWAY: Concrete, 1,150 x 50 meters. There were no night lighting facilities on runway.
26. RUNWAY: Concrete, 1,250 x 50 meters. There were no night lighting facilities on runway. Runway was 500 meters from RR tracks Pt. 33.
27. TAXI STRIP: Concrete, 500 x 15 meters.
28. TAXI STRIP: Concrete, 1,000 x 35 meters.
29. AIRCRAFT PARKING AREA: There were 17 IL-10 type aircraft parked in this area.
30. TAXI STRIP: Concrete, 40 x 15 meters.
31. HANGAR: Gray brick, 80 x 40 x 8 meters. This hangar was partly destroyed during WW II, [redacted] the roof was under construction. It was a shed type and part of it was covered with tar paper. There were three PO-2 type aircraft in this hangar.
32. FUEL STORAGE: Surrounded by a two meter high brick wall. [redacted]
[redacted]
from a distance that the fuel was stored in large drums. No further information.

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33. RR TRACK: Double track, standard gauge, leading Southeast three kilometers to Pila.
34. RAIL SPUR: Single track, standard gauge. This rail spur was used for delivery of fuel to fuel storage Pt. 32; on one occasion SOURCE observed two tank cars on track next to fuel storage. This rail spur joined RR tracks somewhere South of airfield.

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III. Pila airfield did not have a fence around it. It covered an area of 2½ x 2 kilometers and was slightly oblong in shape. Runway Pt. 24 could possibly be extended about 150 meters to the North-west; runway Pt. 26 could possibly be extended about 450 meters to the Southwest; runways were in fair condition. Airfield surface was flat and sandy. Aircraft would taxi-off the end of the runway upon landing to clear runway for landing aircraft. However, when this was done at West end of runways Pt. 24 and 26, the aircraft would often get stuck in the sand. [redacted] some construction work had begun at West end of runway Pt. 24; [redacted] this construction was going to be a taxi-strip connecting runways Pts 24 and 26. Airfield had no obstruction. The landing and devices used were a mobile radio station, landing T's and flares. A small weather station was located in headquarters building Pt. 4. The entire number of aircraft on airfield was seventeen IL-10 and three PO-2 type. There were no other aircraft. Maintenance of aircraft was done at parking area Pt. 29 and in hangar Pt 31. For administration and personnel [redacted] Flying activity was five to ten flights a week, flights never averaged over one hour and were never done in bad weather. Airfield did not have any defense installations, radar or air-raid shelters. No further information.

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Enclosures:

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1. Pinpoint Location of Pila Airfield
 2. Sketch of Pila Airfield
- [redacted]

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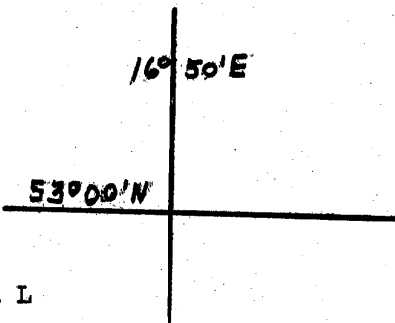
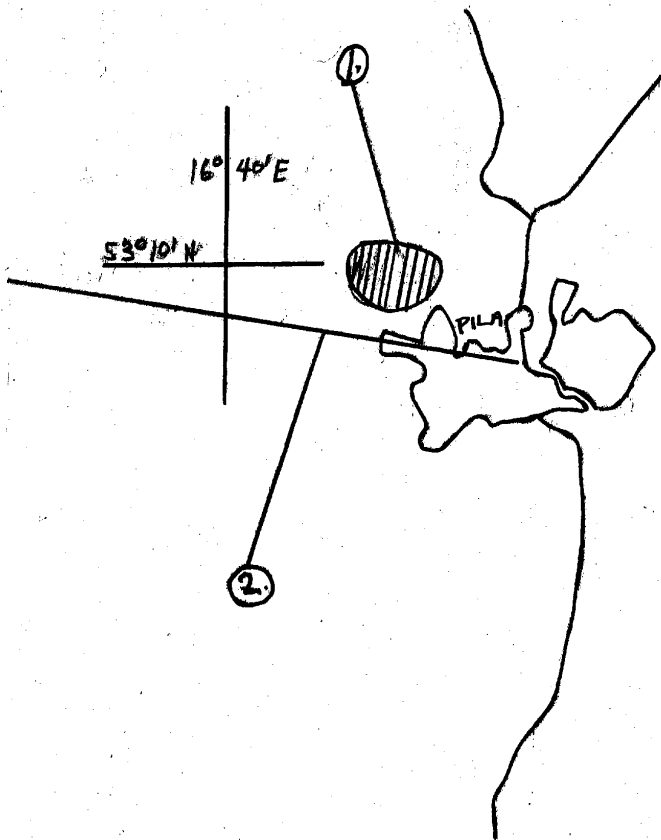
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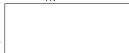
Pinpoint Location of Pila Airfield



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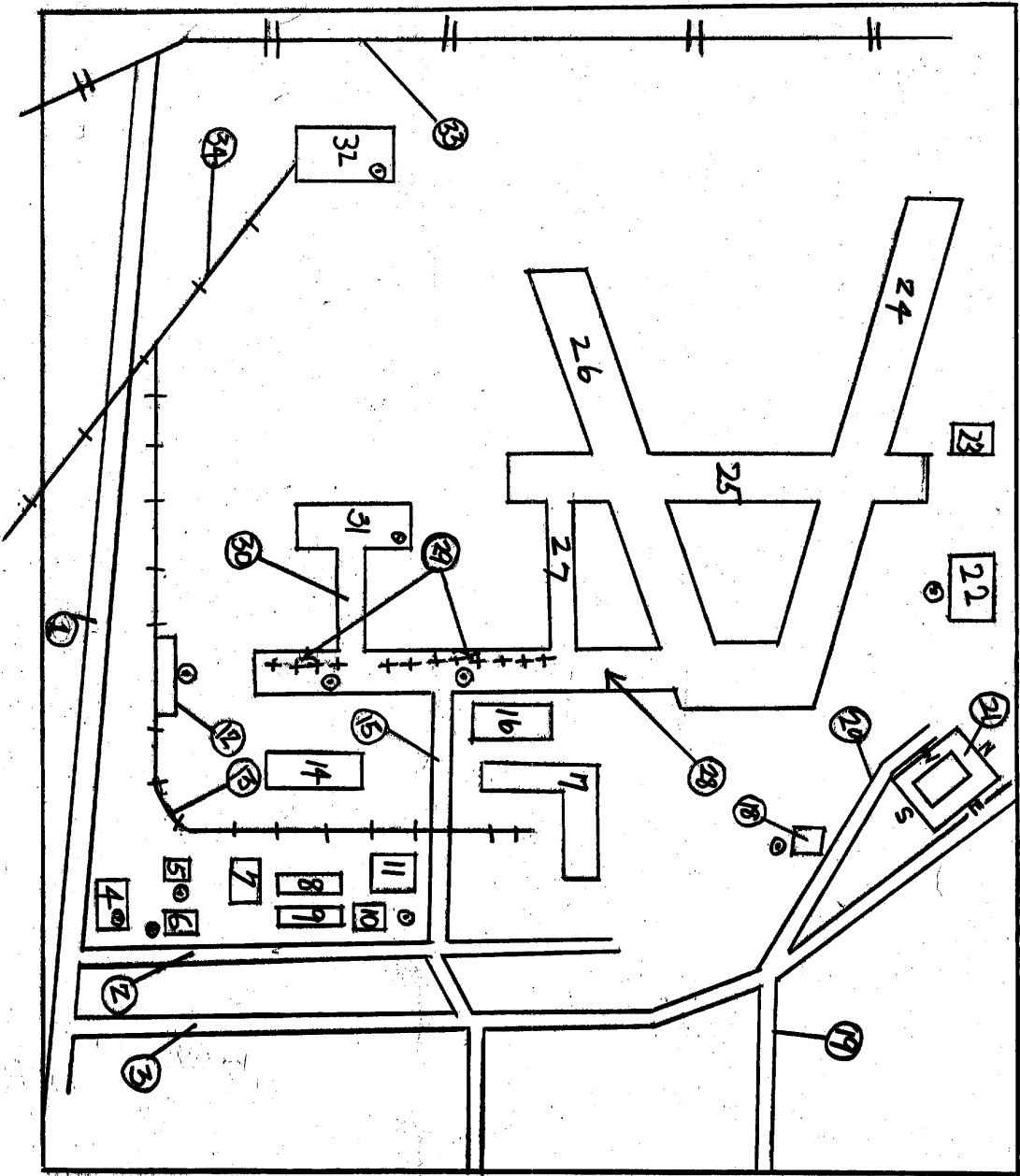
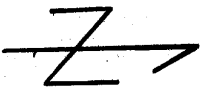
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Enclosure 2

Sketch of Pila Airfield



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